

MOTORING WRAPS for Jack Frost Weather



Ipsen, the Smart Motor Fur Now

A Loose Coat Warmer Than a Snug One - A White Fur Coat in a White Automobile - Those Bewitching Auto Bonnets - Little Helps Toward Cosy Warmth.

WINTER was so late in arriving this year, and the long weeks of Indian summer were so pleasant and balmy, that most women put off buying cold-weather motor raiment until the last moment. The ordinary wool topcoat, however, no matter how cozy and warm when worn on the street, is no protection against biting winter winds that sweep across the open country—especially when one is driving against these same winds at 50 miles an hour.

There is an essential difference between the topcoat built for street use and the coat designed for motoring, even when the two are of identically the same fabric. The trig street coat is semi-fitting and has lines of elegance and grace; but while the motor coat will be quite as smart and attractive in style, it will partake more of the nature of a man's ulster or boxcoat, and will be decidedly more roomy everywhere than the trimly fitted street topcoat. Everyone knows how much warmer is a loose, big coat, into which the wearer may snuggle back in the tonneau, than is a snugly fitted garment in which she must sit more conventionally upright for fear of spilling the expensive lines of the tailor. Under the loose coat, moreover, may be donned a warm sweater or angora jacket, the bulk of which would ruin the shape of the semi-fitted street coat and make one feel like a trussed chicken into the bargain.

Comfortable Ulsters of Two-Faced Cloth.

The ultra-smart ulster cloths which the tailors display in attractive variety of soft colorings are much like the well-remembered double-faced stuff of which we used to fashion our abbreviated bicycle skirts. These cloths, while de-

lightfully warm and woolly, are really not heavy at all, because they are almost all wool, and their texture is costly, soft and luxurious to the touch. They come in neutral colorings of brown, blue-gray and slate-gray, and the reverse side of the material shows bold plaids and checks of the colors employed in the neutral shade. Most satisfactory, and usually most becoming, are the woody-brown ulster cloths, with glints of russet, and red in the plaided weave. These brownish effects accord well with the brown furs of cheaper grade used for auto-mobiling.

Less Expensive Furs Best For Motor Use.

Most women who own rich sables, mink or fox furs reserve them for occasions when they may be kept always about the person, purchasing for motor use the cheaper fox furs, bear, wolf or some pelt that will not cause a tragic loss if purloined from the car when left in it while their owner is making a stop somewhere. Many of the big, rather clumsy wraps which are used for out-of-town motoring are left in the machine when a stop is made at a wayside tearoom or restaurant, the smart little frock appearing to best advantage without the big coat.

There are several ten places in Westchester county and along the highway to Tuxedo, N. Y., which are much patronized by the fashionable motoring clan, and the scene in one of these wayside inns about 5 o'clock of a cold winter afternoon is very pleasant. About the little tables drawn up around a huge, crackling fire, the hungry motor folk partake of piping hot tea, muffins and more substantial goodies; the cup that cheers being seldom—be it confessed—the only leverage of a cheering nature. The women wear most authoritative little frocks, simple in cut and fashion withal, but in-

Nothing is Warmer than Shetland Wool Garments



To Keep Hands and Feet Warm as Toast

disputably bespeaking a master hand in the making. Such frocks, worn beneath the big, warm motor wraps, are usually of rather light material like cashmere, thin serge, or the soft, graceful wool and mohair mixtures.

Fur Motor Coats Change Little in Style.

But oh, what a wrapping up when the tea drinkers come out into the brisk cold of the winter twilight! What donning of ulsters and fur coats, of enveloping veils, of fur boots and gloves and all the other devices for warding off the assault of Jack Frost! The fur coat performs a double duty; it not only feels warm, but it looks warm to other people, and in its suggestion of warmth and comfort and coziness makes everybody happier—unless perhaps, the unfortunate invited guest who thought the street topcoat over a sweater would do well enough.

Squirrel and racoon are much used for automobile coats, and muskrat is also used in very heavy fur-lined coats for

men. Gray rabbit makes a pretty coat, and one woman, a well-known actress who has a handkerchief after making her beauty conspicuous, drives her own touring car, a snow white vehicle, clad in a delectable coat of white rabbit skin with a huge collar and a big motor cap of white fur. Such a coat, however, would not be at all practical should the weather become mild enough to allow the dust on the roads to soften and blow about.

Two splendidly warm fur coats are pictured on the two fair motorists who are partaking of a wayside bit and sup from the temptingly equipped lunch hamper. These hampers come in all sizes, with appointments for from two to ten persons, and air-tight boxes and flasks are provided for the safekeeping of edibles and drinkables. The hampers may be had in various shapes, also, to fit into the odd spaces in different automobiles. But to return to the fur coats; one of these cozy garments is of dyed squirrel in a dark brown color, and the other, a

loose wrap-like affair, is of French civet, which imitates the more expensive real leopard skin. This coat has a big hood, lined with soft silk, which may be turned up over the small fur motor hat when the weather is particularly inclement.

Fur Coats For Town Motoring.

Much of the winter auto-mobiling is done, of course, within the confines of the city limits, and a town car in luxurious limousine style is usually owned by the feminine head of the family, though father and brothers stick to their dashing touring cars all through the cold weather.

For limousine wear about the city, wraps are designed with an eye for smartness and grace, rather than extreme warmth; and within the comfortable protection of the flower-decorated town car is not necessary to swathe oneself in veils, foot muffs and the like. Plumed hats and very smart coats are worn in the glass-enclosed limousine, and when the wraps are of fur they are usually of



Fur Motor Coats with Warmth and Smartness

sealskin, mink or of Ipsen, the fashionable coat pelt of the winter.

"Ipsen," The New Fur For Motor Coats.

Ipsen fur is brownish in tone and has markings something like chinchilla, though the pelt is not so supple and the hairs are much coarser than is the case with the silvery, costly chinchilla—now exceedingly scarce. A stunning Ipsen coat is pictured, the model having the long-waisted lines, deep lapels and front opening at the waist which distinguish smart winter coats for dressy wear. The fashioning of this Ipsen coat is particularly artistic, the markings of the fur being used most effectively in collar, cuffs and the overlapping piece which slopes from the waistline at the front to the bottom of the garment. Brown silk cord ornaments trim the coat, which is lined with gold-colored satin brocade.

Sealskin Motor Coats Smartest of All.

Nothing can equal seal just now in Paris favor. Seal coats trimmed with huge collars of skunk are at the very height of fashion, and these rich coats are so beautifully shaped that they seem to give the wearer slenderness rather than bulk. They fall to the skirt hem and fasten low at the left hip under a big cord ornament or jeweled button, and from this low fastening the long never slopes up into the huge shawl collar of skunk fur. To match the coat there is usually a bolster muf of the skunk fur, light and soft, for all its huge size—so soft, in fact, that it may be crushed in the hand or beneath the arm like a bit of fabric.

The woman who wants a motor coat that will represent sheer expense, style and fashion fads being a secondary consideration, may choose mink with a border pattern of the matched and minked skins. Such a coat will easily cost four figures, and for one of chinchilla or sable five figures may be expended; but these rhinoceros garments will be not a whit more attractive or able than the coat of seal bordered with skunk—or "leutre," as the French call the plebeian pelt.

Pony and Caravel Too Black For Motor Wear.

While coats of pony and caravel are sufficiently smart for street wear over pretty frocks, black is never a happy choice for sporting or out-of-door garments of any kind. Against the out-of-door environment black is funereal and somber, chic as though it may be in the more artificial atmosphere of town, and with a background of cold, wintry grays black is apt to be dangerously unbecoming, even when relieved by a bright-colored automobile veil. Far better have a warm ulster of brown wool fabric than a sleek and glossy black pony coat for motor use. A Persian lamb coat, with huge collar and cuffs of skunk, is not so somber in type, and a few of these coats, built in dressy style, have been noted in town limousines.

The Fur Bonnet Instead Of A Fur Cap Now.

Automobile headgear grows more and more delightful. Just now the bonnets have an entrancing "little girlish" style, with their big bows tied under the chin

and huge round rosettes exactly over the ears. Last summer the girls took to knotting their long chiffon auto veils into big choux, which came over the ears, and the result was so captivatingly becoming that the winter bonnets have been patterned after the style. The warmest bonnets are of fur, sealskin, of course, being the favorite, and these sealskin bonnets are trimmed with soft brown satin ribbon choux or with rabbit-eared bows of brown velvet. Felt bonnets with velvet or ribbon bows in subdued colors are also attractive, and there are bonnets with fur brims and big, soft crowns of folded velvet. Velvet is not, however, a wise choice for the automobilist, whose headgear should be of such material as will withstand the test of a shower or snow flurry.

For the rainy days there are comfy hoods of rubberized silk, lined with soft silk and interlined with lightannel. These hoods have a peaked top, which droops over and ends in a tassel, and there is a deep shoulder cape, which prevents the least drop of sleet rain from creeping into the neck.

Another comfort for the winter motorist is the veil shield, which, when adjusted under the chiffon veil, keeps it from blowing against the nose and mouth. Everybody knows how unpleasant a wet, frozen veil is when it sticks to the face, and the little, transparent veil shield adds a long-felt want.

Extra Protections Against the Cold.

The Angora jacket is the warmest, lightest garment ever devised for wear beneath the fur coat on especially cold winter motor trips. These Angora jackets are much liked by hunters and other men, who use them under ordinary short coats for winter-out-of-door sports. The Angora garment is not cheap—indeed, its price is prohibitive to many—but it is delightfully warm and takes up almost no space at all under an outer wrap. The jacket and hood pictured are of Angora in a light brownish gray tone, and the little outfit would be ideal for skating, coasting and other winter fun, as well as for motoring.

Warm gloves are an essential item in the motorist's equipment, especially if one be the driver of a car one's self. Calf or chamole leather gloves lined with fur are necessary, and gloves with deep gauntlet wrists, that will keep out every bit of the cold. If one may sit idly back in the tonneau, with one's hands in a big muf, of course such warm gloves are not necessary; but many women drive their own cars, and for the hands guiding the wheel there is no possibility of a warm muf. The two illustrations of motor gloves show the queer shape of these big gloves, which are really more like mittens, one pair being divided into two sections beside the thumb.

The foot muf of French civet, lined with bear pelt, is gloriously warm and is intended for use when one motors in light shoes or slippers. Motor boots are also shown, the soft calf leather, being warmly interlined with lamb's wool. There are regularly shaped and fitted boots, lacing almost to the knee for women motorists; but most women prefer to wear the ordinary dainty footwear, slipping the feet into the roomy boots or foot muf when the car is entered.

Mid-Winter VEIL FADS

THE woman who wears one of the ultra-fashionable new French veillings over her face may be a lady; appearances, dating the veils of this winter are, but refined, becoming, distinguished—scarcely! Yet these "bold-as-brass" veillings—as a conservative dignified old lady of another generation has termed them—are decided smart both here and in Paris, and one was amazed to see even the atrocious mystery veils on women, who, it seemed, should have known better, at the horse show.

The mystery veil is one of the most audacious sartorial innovations since the day when a court beauty introduced black patches on the face. It is almost impossible to tell a mystery veil from a black eye at a distance, and when the black and blue spot comes over the mouth the effect is equally appalling. The mystery veil is no cheap concoction either. These veils are very expensive and the chastity leaf and flower patterns on them are beautifully woven. The mesh, which grows gradually closer toward the huge rose or leaf which forms the pattern, and there are only two or three of the big patterns on the veil. Sometimes instead of being placed over the eye or mouth a pattern comes over each cheek and the effect at a little distance is that of a wan, enaculated face with the cheeks pitifully sunken in. Whatever of fascination or chic there may be in these mystery veillings in the feverish fancy of the Parisienne, it is to be hoped, for the sake of her unquestioning disciples that the fad will soon be abandoned.

Scarcely more refined than the mystery veils are the large patterned Russian veils of the moment. One of these veils is illustrated, and only over a large hat like the one pictured and with a very pretty face behind it would such a veil be attractive. Large patterned veillings, however, are the mode, and the best one can do is to select a design as fine as possible and with the big motifs in a delicate, intricate weave which is half transparent.

The other veil illustrated is vastly more becoming to the average woman—and vastly more attractive to the average masculine eye which is not pleased by a loud or conspicuous effect. Dotted veillings are returning to favor among the fashionable elect of Paris and it is probable they will be taken up here before long also. Chastity face veillings with thin rings or woven dots on a fine mesh are the most becoming veils of all, especially if there be the faintest suggestion of rouge beneath them. They seem to make the eyes brighter and the skin fairer than any other veils, but chastity veils must be of fine quality to be distinguished.

This matter of quality is an important one where veillings are concerned. Cheap veillings are never a good investment. Not only is the cheap veil less becoming than the more expensive grade, but it soon becomes limp and draggled, whereas a veil of good quality will keep its freshness and shape for months. Nothing in the raiment is as conspicuous as the face veil, and nothing so indisputably marks the woman of taste, refinement and breeding.

The octagon mesh veillings, another smart veil fad of the winter—are rather attractive, if a pattern not too heavy is picked out. These veils may be worn with smaller hats which would be overwhelmed by the huge-fringed French veillings. The vogue of the quaint, captivating little bonnet is bound to put a temporary quietus on veillings, for while the bonnet in itself is immensely chic and fascinating, the bonnet plus a face veil would be dangerously mature and ma-

trouly in suggestion. Fur turbans, also, are worn without veillings, which crush the soft, fluffy pelt and make an ugly line of hardness around the face. With the velvet turbans and brim hats, however, the face veil is very much in vogue, and an air of trig neatness is given to most women by a well-adjusted veil which counts for much in the general appearance.

Every woman should learn how to adjust her veil in the manner sanctioned by fashion. There are ways of wearing a veil and no one wants to mark her headgear as last season's vintage by a veil adjusted in a style behind the times. It is easy to pick out the provincial visitor from the metropolitan woman in every large public gathering just by this matter of veil adjustment. Often it is the drawing of a fold, the arrangement of a pin that makes the veil up-to-date and modish and the careful dresser studies out these trifling but important details most carefully.

It is important when arranging the veil that no folds come across the face at the sides, for these folds are most disfiguring, suggesting wrinkles in the skin. In adjusting a veil over a very large hat it is well to pin the veil first at the back of the neck and then draw the loose ends up snugly around the brim of the hat. If the fit is not perfect the pin at the neck may be taken out and readjusted so that the veil will set smoothly and daintily. The smartly arranged veil now covers the chin and is drawn in beneath it, meeting the high collar. Sometimes the pin catching the veil at the back of the neck is even attached to the collar to insure a trim arrangement.

An important detail in the adjustment of the veil is the secure anchoring of the hat to the coiffure. Large hats especially are apt to slip backward or to one side during wear and this often throws the veil so much out of plumb that unsightly



The Audacious Parisian Veil.

DAINTY DINNER FAVORS.

FOR holiday dinners there are pretty little baskets of braided split holding bright red immortelles, the handles wound with red ribbon to match. Other baskets of the same dull brown split hold yellow immortelles and the

tiny "button" chrysanthemums in yellow. There are also grape bunches, the stems being of natural wood fiber and the grapes being made of green candy, each grape wrapped in pale green tissue which is attached to the woody stem.



Dotted Effects Are Returning To Favor.

wrinkles are the result at one side. The wise woman puts on her hat 10 or 15 minutes before leaving the house, and the last look in the glass will show whether or not that hat is the tipping kind. It is much better to find this out in the home mirror than in the reflection in a glass window as one walks along the avenue. Most women, says a well-

known milliner, do not use enough buttons in adjusting the hat. One or two of the very long, fancy pins are thrust through hat and hair and no wonder the big hat careens to one side. Half a dozen short, strong pins should be used and these should be most carefully thrust through the hat trimmings and into the coiffure.